THE HONGKONG TELEGRAPH.

No. 3985 — WEDNESDAY, FEBRUARY 20, 1895. — THIRTY DOLLARS PER ANNUM.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE :—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £275,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months.....5 per cent.
" " " 6 " .....4 "
" " " 3 " .....3 "

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, 17th May, 1894. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP .....£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS :—
For 12 Months.....5 per cent.
" 6 " .....4 "
" 3 " .....3 "

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 18th June, 1894. [8

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000
CAPITAL PAID-UP .....£ 251,093.15.0

BANKERS:
CAPITAL & COUNTIES BANK, LIMITED.

HEAD OFFICE:
No. 3, PRINCE'S STREET, LONDON.

BRANCHES:
BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

AGENCIES:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,
ALLOWED on CURRENT ACCOUNTS and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, 6th November, 1893. [214

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE :—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stotterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.

Hongkong, 23rd October, 1894. [7

Insurance.

THE STANDARD

Is one of the LARGEST and BEST KNOWN of the BRITISH LIFE OFFICES.
FUNDS exceed SEVEN AND THREE QUARTERS MILLIONS STERLING.
ANNUAL REVENUE OVER ONE MILLION STERLING.

For Forms of Proposal and every information.
Apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 29th June, 1894. [743

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO ..... $833,333.33.
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1894. [940

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 26th May, 1894. [18

Intimations.

BANK HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business at NOON TO-MORROW (THURSDAY) and FRIDAY, the 21st and 22nd instant respectively :—

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
A. C. MARSHALL,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency,
EMILE MAYER,
Manager.

For the BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED, HONGKONG,
CHANTREY INCHBALD,
Manager.

Hongkong, 15th February, 1895. [252

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 21st and 22nd instant.

HART BUCK,
Acting Clerk of the Course.

Hongkong, 18th February, 1895. [263

HONGKONG JOCKEY CLUB.

RACE MEETING, 1895.

TO-MORROW
(THURSDAY) AND FRIDAY,
THE 21ST AND 22ND FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LD. Price, $5 for the Meeting.

Tickets for the Day may be purchased at the Gate. Price, $2 each.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

HART BUCK,
Acting Clerk of the Course.

Hongkong, 18th February, 1895. [264

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside ENCLOSURE of the RACECOURSE during the Race Days WITHOUT TICKETS, which can be had on application from the Undersigned.

HART BUCK,
Acting Clerk of the Course.

Hongkong, 18th February, 1895. [265

RACE COURSE.

HONGKONG HOTEL TENT.
TO-MORROW
(THURSDAY), 21ST FEBRUARY, 1895.

TIFFIN ($1).

MENU.

1. Green Turtle Soup. 2. Mulligatawny Soup.
3. Sardines. 4. Prawns.
5. Lobster 6. Buffalo Tongue. 7. Pressed Beef.
8. Oxtail Jelly. 9. Ham and Chicken.
10. Game Pie. 11. Boned Capon.
12. Pigeon Pie. 13. Beefsteak Pie.
14. Roast Kobe Beef.
15. Roast Saddle of Mutton. 16. Roast Turkey.
17. Roast Capon.
18. Boiled Corned Beef and Carrots.
19. Chicken Salad. 20. Potato Salad.
21. Shrimp Salad. 22. Roast Pheasant.
23. Roast Wild Duck. 24. Roast Quail.
25. Sponge Cake. 26. Almond Basket.
27. Sand Cake. 28. Plum Cake.
29. Peach Meringues. 30. Champagne Jelly.
31. Charlotte Russe. 32 Orange Jelly.
33. Mince Pies. 34. Pears & Rice.
35. Bon Bons. 36 Dried Lichees.
37. Cheese. 38. Celery. 39. Radishes.
40. Watercresses.
41. Tea. 42. Coffee. 43. Chocolate.

SANDWICHES.

Caviar Sandwiches
Ham do
Beef do
Egg do
Sardine do
} 30 Cents per Plate.

Hongkong, 16th February, 1895. [253

LACTOPEPTINE.

LACTOMALTINE.

PEPSINE SALTS.

PEPSINE TABLOIDS.

ZYMINE TABLOIDS.

TO BE HAD AT THE
"PHARMACY,"
FLETCHER & Co.

Hongkong, 9th February, 1895. [31

WANTED.

A POSITION of TRUST in a MERCHANT or BUSINESS HOUSE by a Gentleman of good address, thorough knowledge of SIX EUROPEAN LANGUAGES, "viz.: ENGLISH, FRENCH, ITALIAN, GREEK, ARABIC and SPANISH," and considerable experience of HOTEL MANAGEMENT. Coast Ports not objected to. Highest References.

Address in first instance to
A. B. C.
c/o *Hongkong Telegraph* Office.

Hongkong, 4th February, 1895. [203

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.
28, *QUEEN'S ROAD CENTRAL.*

ASBESTOS PACKINGS of every description.
ASBESTOS SHEETINGS, MILLBOARDS, &c.
ASBESTOS non-conducting Composition for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form).
SPECIAL ENGINE and CYLINDER OILS.

ALSO

ASBESTOLINE, the most economical lubricant. One pound equal to 5 gallons of Oil.

Messrs. BELL'S ASBESTOS Co. received the only Gold Medal awarded to the trade International Invention's Exhibition and the only Medal at Antwerp Exhibition, 1894.

ALL GOODS BEARING TRADE MARK GUARANTEED.

Hongkong, 7th February, 1895. [189

W. BREWER.

SMITH'S CHINESE CHARACTERISTICS New Edition.
Chin Chin, by Tcheng Ki Tong.
Sir Victor Brooke—Sportsman and Naturalist.
Masonic Pocket Book, 1895.
Thorburn Asiatic Neighbours.
Cesaresco—Liberation of Italy.
Billington—Women in India.
Donaldson's Engineers Annual.
Nautical Diary & Chronometer Rate Book, '95.
Matheson's Life of Warren Hastings.

BEZIQUE.
Foster and Pall Mall Whist Markers.
European Pictures of Year.
"The Queen" Xmas No.
New Engravings and Artists Sundries.
Art Annual—Burne Jones.
Men's Dancing Pumps.
Patent Leather Evening Shoes.
Photographic Goods.
Photo-plate Piquetting Frame.

W. BREWER.
UNDER HONGKONG HOTEL.

Hongkong, 8th February, 1895. [42

CENTRAL HOTEL, SHANGHAI.

Electric Lighting throughout the Premises.

Telegraphic Address :—
"CENTRAL, SHANGHAI."

THIS long-established SELECT Family Hotel, situated on the Bund, facing the river in the centre of the Settlements, *is now fitted* with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER, SPRAYS, etc., and heated to a comfortable temperature during winter.

COMMODIOUS RECEPTION ROOM FOR VISITORS.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

An Assistant attends on Passengers by Mail Steamers.

N.B.—Special reduced charges may be arranged for on application to the Manager.

F. E. REILLY,
PROPRIETOR.

22

LANE, CRAWFORD & CO.
SHIPCHANDLERS, SAIL-MAKERS, &c.

SUPPLIES OF ALL KINDS OF
SHIP AND ENGINE STORES
OF BEST BRANDS.

AGENTS FOR :—
INTERNATIONAL COMPOSITION FOR SHIPS' BOTTOMS.
PRICE'S SPECIAL ENGINE and CYLINDER OIL.
United Asbestos Co.'s HIGH GRADE packings and jointings for Triple-Expansion Engines.
PURE FRESH WATER SUPPLIED.

LANE, CRAWFORD & Co.

Hongkong, 30th January, 1895. TELEPHONE No. 97. [35

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS,
"KREMLIN"
A. B. C. Code.

TELEPHONE,
No. 32.

BOARD AND LODGING
FROM $4.00 PER DAY.
HYDRAULIC LIFT TO ALL FLOORS.

The HOTEL STEAM LAUNCH Conveys PASSENGERS and BAGGAGES to and from all MAIL STEAMERS.

ROOMS TO LET on 2ND and 3RD FLOORS, FURNISHED or UNFURNISHED.

E. J. RICHARDSON,
MANAGER.

Hongkong, 21st January, 1895. [235

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 4th June, 1891. [795

DENTISTRY.

DR. I. SAKATA (from Japan), Mr. SUI SANG,
DENTAL SURGEON,
53, Queen's Road Central.
First Class Dentistry and Moderate Fees.
Consultation Free.

Hongkong, 9th April, 1894. [66

Intimations.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF NG TUN YUEN, OTHERWISE KNOWN AS HOW QUA, LATE OF CANTON, IN THE EMPIRE OF CHINA, DECEASED.

NOTICE is hereby given, that the Honourable the ACTING CHIEF JUSTICE having, in virtue of Section 3 of Ordinance 9 of 1870, made an ORDER LIMITING to the 5th March, 1895, the time for CREDITORS and others to send in their CLAIMS against the said Estate.

ALL CREDITORS and others are hereby required to send in their CLAIMS to the Undersigned before the said date.

Dated the 5th February, 1895.

C. F. A. SANGSTER,
Acting Registrar
and Official Administrator.

218]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 7 PER CENT. per SHARE for the Six Months ending 31st December, 1894, DECLARED at Monday's Ordinary Yearly Meeting, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY, the 19th February, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, No. 14, Praya Central.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, 18th February, 1895. [262

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 31st December, 1894, at the rate of (£1.5s.) ONE POUND AND FIVE SHILLINGS STERLING per Share of $125, is PAYABLE on and after MONDAY, the 18th instant, at the OFFICES of the CORPORATION, where SHAREHOLDERS are requested to apply for WARRANTS.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 16th February, 1895. [255

THE HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held in the OFFICE of the COMPANY, No. 9, Praya Central, on SATURDAY, the 2nd March, 1895, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 31st October, 1894.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 2nd proximo (both days inclusive).

By Order of the Board of Directors,
W. A. DUFF,
Secretary.

Hongkong, 15th February, 1895. [249

"DERMATOL."

MANUFACTURED by FARBWERKE, HÖCHST a/M.; its effect in stimulating the closing up of WOUNDS, and in internal administration against diarrhoea, is described as amazing.

DR. KNORR'S
LION BRAND
ANTIPYRINE.

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "DR. KNORR" in red letters.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export Import and Bank Compagnie.

Beware of spurious imitations.

Hongkong, 7th April, 1894. [446

Masonic.

VICTORIA LODGE
OF HONGKONG. No. 1026.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 22nd instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 18th February, 1895. [260

KOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 27th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 19th February, 1895. [267

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 1st March, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 19th February, 1895. [269

Notices of Firms.

NOTICE.

HAVING taken over the BUSINESS of the late Mr. FR. RAPP, I have This Day established myself as
AUCTIONEER, APPRAISER
AND
COMMISSION AGENT.

PAUL BREWITT,
No. 2, Zetland Street.

Hongkong, 1st February, 1895. [187

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"FORMOSA,"
Captain T. P. Hall, will be despatched for the above Ports TO-MORROW, the 21st instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 18th February, 1895 [266

"STRATH" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship
"STRATHCARRON,"
Solatt, Commander, will be despatched for the above Ports on FRIDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 14th February 1895. [247

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 L.I.I. American Ship
"TILLIE E. STARBUCK,"
Curtis, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 16th January, 1895. [111

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 18th February, 1895. [4

For Sale.

FOR SALE.

A GOOD BARGAIN.

ONE PRINTING MACHINE, ONE CUTTING MACHINE and ONE PRESS-NUMBER MACHINE with the latest improvements. All the Machines are quite new.

Apply to
A. MANN,
PRINTER,
Amoy.

Amoy, 15th February, 1895. [268

FOR SALE OR HIRE.

THE DWELLING HOUSE on MANOI HILL, PAGODA ANCHORAGE, lately occupied by Captain SAUNDERS.

Immediate Possession can be taken.

For further particulars apply to
CAPTAIN J. C. SAUNDERS,
Amoy,
or
BROCKETT & Co.,
Foochow.

Amoy, 2nd February, 1895. [219

THE FREDERICKSBURG BREWERY'S

PALE ALE,

Is undoubtedly the Best and Cheapest ALE offered for Sale in Hongkong.

H. E. BOTTLEWALLA,
SOLE AGENT,
No. 2, D'Aguilar Street.

Hongkong, 13th February, 1895. [197

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS,
HONGKONG, SHANGHAI, LONDON AND GLASGOW.
12, Queen's Road,

Hongkong, 24th August, 1894. [85

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, 3rd January, 1894. [10

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.
VICTORIA DISPENSARY.

COLDS IN THE HEAD, &c.

BURROUGHS WELLCOME & Co.'s
PINOL EUCALYPTIA INHALERS.

ONE of the best remedies extant for Nasal Catarrh and all disorders of the Nasal Passages and Nasopharyngeal membranes.

Price .....$1.25.

EUCALYPTUS OIL.
A STANDARD REMEDY FOR COLDS.

Sprinkled on the handkerchief and over the breast of the night clothing it gives almost instant relief.

Bottles .....$1.00 and 50 Cents.

DAKIN, CRUICKSHANK & Co., Ld.,
VICTORIA DISPENSARY.
Hongkong, 19th January, 1895. [27

A. S. WATSON & CO.,
LIMITED.
ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are Selected by our London House, bought direct at first hand, imported in Wood and Bottled by ourselves, thus saving all intermediate profits and enabling us to supply the best growths at moderate prices.

PRICE LISTS, WITH FULL DETAILS, TO BE HAD ON APPLICATION.

PORT:—After removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY:—Excellent dinner and after dinner Wines of very superior vintage. All are true Xeres Wines.

CLARET:—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY:—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY:—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong Market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 9th January, 1895. [5

MARRIAGE.

On the 18th instant, at the Roman Catholic Cathedral, Hongkong, by the Very Rev. Father Luigi Piazzoli, JOSE W. LOUREIRO, eldest son of the late Jose da Silva Loureiro, Consul General and Chargé d'Affaires of Portugal in Japan, to LAURA MARIA, eldest daughter of the late Hermenegildo A. Leiria, and niece of A. G. Romano, Esq., Consul General for Portugal in Hongkong.

BIRTH.

At Shanghai, on the 14th inst., the wife of F. S. OLIVEIRA, of twin daughters.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 20, 1895.

HONGKONG JOCKEY CLUB RACE MEETING, 1895.

Stewards:—His Excellency Sir William Robinson, K.C.M.G.; His Excellency Vice-Admiral the Hon. Sir E. R. Fremantle, K.C.B.; His Excellency Major-General Digby Barker, C.B.; Commodore Boyes, R.N.; Colonel Macdonell, R.A.; Colonel Mullay, R.E.; Lieut.-Colonel St. Paul, The Rifle Brigade; Lieut.-Colonel Barrow, Hongkong Regiment; The Hon. C. P. Chatter; A. Coxon, Esq.; R. M. Gray, Esq.; H. E. Hobson, Esq.; The Hon. J. J. Keswick; D. Gillies, Esq.; M. Grote, Esq.; J. D. Humphreys, Esq.; T. Jackson, Esq.

Clerk of Scales:—H. E. Hobson, Esq.

Judge:—The Hon. C. P. Chater.

Starter:—M. Grote, Esq.

2nd Starter:—A. Babington, Esq.

Hon. Treasurer—J. C. Peter, Esq.

Acting Clerk of the Course—Hart Buck, Esq.

FIRST DAY,—WEDNESDAY, 20TH FEBRUARY.

The Hongkong annual Race Meeting was commenced this afternoon under most favorable circumstances—in fact, the weather was glorious, and the brilliant sunshine was tempered by a cool nor'easter. The race-course was in excellent condition, and the going everything to be desired; which reflects great credit on the Acting Clerk of the Course. As usual there was a very large attendance at the Happy Valley, the Chinese in the centre of the enclosure numbering many thousands, and the rails from the distance post right away to the Bowrington Gate were, as usual, thickly lined, the military and naval elements predominating. The exodus from the western districts of the city towards Wong-nei-chong commenced early in the morning, and continued until well through the afternoon. Owing to the admirable police arrangements, the unusual traffic on the roads leading to the race-course gave no trouble; and on the course itself the crowd was orderly and well-behaved. The Grand Stand, paddock, and the long array of private 'stands' stretching from close to the Bowrington Bridge almost to the top of the straight run in, were crowded with foreigners of almost every nationality under the sun. The turn-out of ladies in the Grand Stand and reserved enclosure was equal to that of previous years, and doubtless the genial weather had a lot to say in the matter of dress, which the fair sex displayed with much taste and in the latest fashions. Business in the city was suspended at noon, and long before that hour a steady stream of people kept surging eastward along Queen's Road and Praya East with little cessation until after the saddling bell had rung for the first race.

On the course the scene was one to be long remembered. For picturesque beauty the Happy Valley is probably the prettiest race-course in the world: a green oasis surrounded on three sides by rugged hills thickly covered with trees, with the harbour and the mainland of China just visible through a narrow opening to the north-west. But on this particular day the usually quiet retreat of the Hongkong community was all bustle and activity—Epsom Downs on a Derby day in miniature. All the stands and booths were crowded with spectators bent on enjoyment, every kind of Chinese game and exhibition was in full swing in the middle of the valley and along the roads leading to the Grand Stand. Within the Grand Stand enclosure, the scene was bright and animating. As above stated, the attendance of the fair sex was large; and nearly all the leading residents of the colony were present, including the principal naval, military, and civil officials. The Band of the Rifle Brigade (The Prince Consort's Own) occupied a position close to the Grand Stand, and performed various selections in admirable style.

The following are details of to-day's racing:—

THE WONG-NEI-CHONG STAKES; a sweepstakes of $5 each with $100 added; for China ponies; weight for inches as per scale; Subscription Griffins of this season, 1894-95, allowed 7 lbs., and Subscription ponies of season 1893-94, allowed 5 lbs. Half a mile.

Mr. Dryasdust's g. Hard Times, 10st 12lb... Mr. Hart Buck 1
Mr. Boyd's g. Dundee, 11st 1lb...Mr. Burkill 2
Mr. Rose's b. Hoheit, 11st 1lb.....Mr. Taylor 3
Mr. F. B. Aubert's br. Beeswing, 11st 1lb..... Mr. Gresson 0
Mr. Carruther's ch. Sweetbrier, 10st 11lb..... Mr. Cruickshank 0
Mr. David's pld. Celt, 10st 12lb...Mr. Crawford 0
Mr. Elgar's g. Bonus, 10st 2lb...Mr. Sampson 0
Mr. Inglis' spd. Alaric, 10st 12lb...Mr. Ingles 0
D. Noble's g. Sunrise, 11st 1lb.....Mr. Noble 0
Mr. Boyle's g. Glengairn, 10st 5lb...Mr. Master 0

There was a little delay at the start and after two false starts had been made the crowd was despatched with Hard Times fully two lengths ahead of his field, Hoheit second and Dundee (the favourite) third. Entering the straight Dundee and Hoheit were hard pressed by Celt, but he was soon beaten off and the pair struggled gamely after Hard Times who, however, held his position and won by a length, with Dundee second and Hoheit a good third. Time, 1 min.

THE ASHLEY CUP; presented by D. R. Sassoon, Esq.; for China ponies; entrance fees to go to the winner; second pony to receive $50; weight for inches as per scale; entrance $5. One mile.

Mr. Boyd's g. Dunblane, 11st 1lb Mr. Burkill 1
Mr. Fourman's cr. Primrose, 11st 1lb ..... Mr. Master 2
Mr. Little's g. Chesal, 10st 12lb...Mr. Taylor 3
Mr. David's d. Blue Ribbon, 10st 12lb..... Mr. Crawford 0
Mr. Dryasdust's ch. Dandy, 10st 9lb ..... Mr. Hart Buck 0
Mr. John Peel's g. Seamew, 10st 9lb ..... Mr. Gresson 0

To a capital start, Primrose made the running from Dunblane, Chesal and Blue Ribbon in the order named. This order was maintained until the Black Rock was reached, where Primrose appeared beaten and Dunblane coming with a tremendous rush took the lead. A desperate struggle down the straight ended in an easy victory for Dunblane, with Primrose a good second, Cheshai third and Blue Ribbon fourth. Time, 2 min. 10 secs.

THE HONGKONG DERBY; a sweepstakes of $20 each; half forfeit if declared on or before day of closing entries, with $500 added for first pony, and $100 for second; for China ponies *bonâ fide* griffins at date of entry (Saturday, 19th January, 1895): first pony, 70 per cent. of the entrance fees; second, 20 per cent.; third, 10 per cent; weight for inches as per scale; one mile and a half. (Nominations close to the Clerk of the Course at the Club on Saturday, the 29th December, 1894.)

Mr. Buxey's blk. Black Velvet, 11st 1lb..... Mr. Burkill 1
Mr. John Peel's ch. Starlight, 11st 4lb..... Mr. Cruickshank 2
Mr. Fourman's ch. Sinner, 11st 4lb Mr. Master 3
Mr. Taylor's g. Rainbow, 11st 4lb Mr. Taylor 4
Lord C. Conyngham's g. Baccarat, 11st 1lb... Mr. Hart Buck 0
Mr. David's skd. Scot, 10st 12lb Mr. Crawford 0
Mr. John Peel's cr. Warlock, 11st 1lb..... Mr. Gresson 0

Very little difficulty was experienced in getting the field off on equal terms. Black Velvet soon showed in front, Warlock, Rainbow and Sinner lying next, with the others in a cluster three lengths in the rear, while Starlight, cleverly ridden by Mr. Cruickshank, brought up the extreme flank. Passing the ¼ mile post the first time the rider of Black Velvet very cautiously drew back and made a waiting race of it, leaving the Sinner and Rainbow in premier position, which they held until the time came for the final rush into the straight. Then Black Velvet and Starlight came with a grand rush through the field (the former leading his opponent) and a fine race home resulted in a victory for the favourite by a length and a half. The Sinner was third, and the much-dreamed-of-one, Rainbow, fourth. The rest close up with the exception of Warlock, who was hopelessly out of the hunt from start to finish. The time, 3 min. 8 secs., was very slow, and doubtless suited Black Velvet.

THE FOOCHOW CUP; value $200; presented by the Foochow Community; second pony to receive $50; for China ponies; weight for inches as per scale; entrance $5. Two miles.

Mr. Buxey's g. Bluebeard, 11st 1lb Mr. Burkill 1
Mr. Dryasdust's g. Cobweb, 11st 1lb..... Mr. Hart Buck 2
Mr. F. B. Aubert's d. Bovril, 11st 1lb..... Mr. Master 3
Mr. Carruthers' g. Havoc, 11st 1lb..... Mr. Cruickshank 0

Bluebeard won this race handsomely from Cobweb, who was very cleverly ridden throughout by Mr. Hart Buck. Bovril an indifferent third. Time, 4 min. 28 sec.

THE VALLEY STAKES; a sweepstakes of $5 each with $100 added for winner; second pony to receive $50; for Subscription Griffins of this season, 1894-95; weight for inches as per scale. Three quarters of a mile.

Capt. Thomas' d. Morrison, 10st 12lb..... Capt. Thomas 1
Mr. Fourman's g. Magic, 10st 12lb Mr. Taylor 2
Mr. Derick-Hunter's blk. Pickaninny, 10st 9lb Mr. Master 3
Mr. Aldale's br. Diogenes, 11st 1lb Mr. Burkill 0
Mr. Beaconsfield's g. Premier, 10st 12lb ..... Capt. Hunt 0
Mr. Boden's ch. Suar, 10st. 9lb.....Mr. Boden 0
Mr. Carruthers' ch. Sweetbrier, 11st 4lb..... Mr. Cruickshank 0
Mr. David's cr. Silver Dart, 10st 9lb ..... Mr. Crawford 0
Mr. John Peel's spd. Iota, 10st 6lb ..... Mr. Gresson 0
Mr. Kramer's blk. Fra Diavolo, 10st 12lb..... Mr. Sampson 0
Mr. Manners' g. Crusader, 10st 9lb..... Mr. F. H. May 0

Morrison upset many a "pot" in this race with consummate ease, owing to the excellent jockeyship of Captain Thomas Time, 1 min. 36 secs.

THE LUSITANO CUP; presented by the members of the Club Lusitano; second pony to receive half the entrance fees; for China ponies; weight for inches as per scale; previous winners at this meeting 7lbs. extra, Subscription Griffins of this season, 1894-95, allowed 7lbs; entrance $10. One mile and a quarter.

Mr. Rose's b. Hoheit, 11st 1lb .....Mr. Taylor 1
Mr. Buxey's g. Homeguard, 11st 1lb ..... Mr. Crawford 2
Mr. Boyd's g. Congo, 11st 1lb., Mr. Burkill 3
Mr. Derick-Hunter's br. Timekeeper, 10st 9lb Mr. Master 0
Mr. John Peel's g. Seamew, 10st 9lb ..... Mr. Gresson 0

Hoheit, very judiciously ridden by Mr. Taylor, won this race hands down; Homeguard a fair second and Dunblane a good third. Timekeeper, the favourite, was fourth and Seamew last. Time, 2 min. 45 sec.

THE CANTON CUP; value $200; second pony to receive half the entrance fees; for China ponies *bonâ fide* Griffins at date of entry (19th January, 1895); weight for inches as per scale; winners 7lbs. extra; entrance $5. One mile.

Mr. Taylor's ch. Rainbow, 11st 4lb Mr. Taylor 1
Mr. Boyd's d. Dunmore, 11st 4lb Mr. Burkill 2
Dr. Noble's g. Sunrise, 11st 1lb ...Mr. Master 3
Lord C. Conygham's g. Baccarat, 11st 1lb..... Mr. Digby 0
Mr. David's pld. Celt, 10st 12lb Mr. Crawford 0
Mr. George's spd. Hariang, 10st 12lb..... Mr. Fullerton 0
Mr. F. D. Humphreys' ch. Voltigeur, 11st 1lb Mr. Hart Buck 0
Mr. Inglis' spd. Alaric, 10st 12lb Mr. Gresson 0
Mr. Jay's skd. Tankred, 11st 4lb Mr. Sampson 0
Mr. Taylor's g. The Rake, 11st 1lb ..... Capt. Hunt 0

Won easily by Rainbow; Dunmore a good second, with Sunrise a fair third. Time, 2min. 12secs.

THE HONGKONG CLUB CUP; presented; second pony to receive half the entrance fees; for China ponies; weight for inches as per scale; entrance $15. One mile and a half.

Mr. Boyd's g. Dunblane, 11st 1lb.Mr. Burkill 1
Mr. Buxey's g. Bluebeard, 11st 1lb..... Mr. Hart Buck 2
Mr. Fourman's cr. Primrose, 11st 1lb..... Mr. Master 3
Mr. John Peel's w. Torchlight, 10st 12lb..... Mr. Cruickshank 0

Won in a canter by Dunblane, whose rider made a waiting race of it. Time, 3 min. 18 secs.

THE COMPRADORES' CUP; presented; second pony to receive half the entrance fees; for Subscription Griffins of this season, 1894-95; weight for inches as per scale; winner of Valley Stakes 5 lbs. extra; entrance $5. One mile.

Captain Thomas' d. Morrison, 10st 12lb Mr. Hart Buck 1
Mr. Derick-Hunter's g. Lunna, 10st 12lb Mr. Master 2
Mr. David's cr. Silver Dart, 10st 9lb ..... Mr. Crawford 3
Mr. David's g. Silver Cloud, 10st 9lb ..... Mr. Burkill 0
Mr. John Peel's spd. Iota, 10st 6lb, Mr. Gresson 0
Mr. Kramer's blk. Fra Diavolo, 10st 12lb ..... Mr. Sampson 0

Won by three lengths; a good third. Time, 2min. 11½sec.

THE ENCOURAGEMENT STAKES; a sweepstakes of $5 each with $100 added; for Subscription Griffins of this season, 1894-95; first pony to receive 70 per cent.; second, 20 per cent.; third, 10 per cent.; previous winners excluded; weight for inches as per scale. Once round.

Mr. Buxey's g. Wildfire, 10st 12lb ..... Mr. Crawford 1
Mr. Derick-Hunter's bk. Pickaninny, 10st 9lb. Mr. Master 2
Dr. Noble's d. Sunset, 11st 1lb...Mr. Taylor 3
Mr. Aldale's br. Diogenes, 11st 1lb..Mr. Burkill 0
Mr. Beaconsfield's g. Premier, 10st 12lb..... Capt. Hunt 0
Mr. Boden's d. Chop Chop, 11st 1lb..Mr. Boden 0
Mr. Darius' g. Gibraltar, 10st 9lb..... Mr. Hart Buck 0
Mr. Jay's w. Nixnuts, 11st 1lb...Mr. Sampson 0

Pickaninny made the running and led until the Black Rock was reached when Wild Fire collared him and Sunset coming through his field in capital style challenged the leader, and after a very game struggle entered the straight on level terms with him, despite the vigorous efforts of Mr. Master to stall him off. A fine race between Pickaninny and Wild Fire ended in favour of the former by a neck; Sunset a good third, and the rest in a cluster a couple of lengths in the rear. Time, 1 min 59 secs.

TIPS FOR TO-MORROW.

THE SCURRY STAKES.

1.—Dunmore.
2.—Warlock.
3.—The Rake.

THE EXCHANGE PLATE.

1.—Bluebeard.
2.—Cobweb.
3.—Bovril or Dunblane.

THE PROFESSIONAL CUP.

1.—Primrose.
2.—Homeguard.
3.—Hoheit.

THE GERMAN CUP.

1.—Morrison.
2.—Lunna or Silver Dart.
3.—Iota.

THE JOCKEY CUP.

1.—Premier.
2.—Diogenes.
3.—Sunset or Fra Diavolo.

THE FLYAWAY STAKES.

1.—Sunrise.
2.—Dundee.
3.—Seamew.

THE TAI YEUK FONG CUP.

1.—Sinner.
2.—Scot.
3.—Baccarat.

THE NAVY CUP.

1.—Cobweb.
2.—Torchlight.
3.—Bovril.

THE FAREWELL CUP.

1.—Starlight.
2.—Black Velvet.
3.—Sunrise.

THE GYMKHANA STAKES.

1.—Silver Dart.
2.—Picaninny.
3.—Diogenes.

TELEGRAMS.

JAPANESE COURTESY.

LONDON January 20th.

The remains of Admiral Ting and the other suicides have been conveyed to Chefoo by a Japanese ship with the greatest honours.

THE DEBATE ON THE ADDRESS.

After the division on Mr. Chamberlain's amendment to the Address the debate was closured amidst opposition cheers by a majority of eight.

INDISPOSITION OF THE PRINCE OF WALES.

The Prince of Wales is suffering from the effects of a chill caught whilst skating.

THE AMERICAN LOAN.

An American 4 per cent. loan of $62,000,000 has been issued in London and New York. The interest will be payable in gold or silver.

(Special to *N. C. Daily News*.)

CHEFOO, February 14th, 9 10 p.m.

Negotiations for the surrender of Weihai-wei have been pending since Tuesday. Admiral Ting committed suicide the same night. The *Chenyuen* is the only vessel of the Chinese fleet remaining.

LOCAL AND GENERAL.

BROADWOOD PIANOS at W. Robinson & Co.

H.M.S. *Centurion* arrived here this morning from Chefoo.

COLLARD & COLLARD PIANOS at W. Robinson & Co.

THE British gunboat *Pigeon* arrived here to-day from Shanghai.

W. ROBINSON & Co., piano builders, tuners and repairers.

THE P. & O. S. N. Co.'s steamship *Ravenna*, with the next English mail, left Singapore for this port at 4 p.m. yesterday, and is expected here on or about Sunday, the 24th inst.

AT the Police Court to-day, before Mr. Hastings, Nawab Shah, Corporal of the Hongkong Regiment, was again charged on remand with feloniously shooting and killing Umraz Khan, Sergeant of the same regiment, at Kowloon on the 14th inst. No additional evidence was taken, and the case was further adjourned till 11 a.m. on the 22nd inst.

TWO Chinese boarding house runners and two boatmen were charged before Mr. Hastings at the Police Court to-day, at the instance of Mr. A. Stott, chief officer of the British steamer *Nanchang*, for unlawfully boarding the said steamer while under way without permission on the 19th inst. Fines amounting in the aggregate to $64 were imposed and paid.

IN the Supreme Court this morning, in Original Jurisdiction, before His Honour Mr. E. J. Ackroyd, Acting Chief Justice, judgment was given in the great case of Sun How Qua, Russell & Co. and others. This case is one of unusual importance, on account of the very large interests involved, the prominence and character of the plaintiffs and the exceptional methods used in the various stages of the transferring of property rights. The plaintiffs were: The Hongkong and Shanghai Banking Corporation, Limited; the Chartered Bank of India, Australia and China, the Chartered Mercantile Bank of India, London and China; the New Oriental Bank Corporation, Limited, and the Comptoir National d'Escompte de Paris; while the defendants were John Murray Forbes, Ng Noon Sun Howqua, Cressy Ewens, and Ng Chow Fong. The claim, on behalf of the plaintiffs, was that the transactions by which the properties of Messrs. Russell & Co. were conveyed to Mr. John Murray Forbes as trustee to secure an indebtedness to Ng Noon Sun Howqua of Tls. 258,000 and interest, as well as other transactions connected with these were all made in bad faith to the creditors and in anticipation of insolvency and were therefore null and void, which charges the defendants denied. The evidence submitted by the plaintiffs seemed deficient in quantity and in convincing force so that the defendants naturally claimed that no testimony had been produced by the plaintiffs showing why the transactions should not stand, nor had anything been brought forward to impeach the evident good faith of all the defendants concerned in these transactions, and in consequence the defendants deemed it unnecessary to introduce rebutting evidence. The case was reviewed in minute detail by His Lordship, and will be found of great interest to all business men of the colony, but, owing to its unusual length and to the great amount of matter for this evening's paper, it will be necessary to withhold the publication of the judgment in full until to-morrow's issue. His Lordship in closing said that he found that Messrs. Russell & Co. were indebted to Mr. J. M. Forbes for money advanced out of trust funds, and that no evidence had been offered showing the firm to have been indebted at that time, or that disclosed an intention to undertake fresh liabilities or new adventures. There were, it is true, certain suspicious circumstances about the transaction, by the absence of the schedule of the property which was to be given as a security, and by the failure to have such schedule registered at the time of giving it as security; but these were not sufficient in the absence of all evidence as to the indebtness to justify him in finding that these were fraudulent acts and that the transaction was not an honest one and was done to protect the property of Russell & Co. "Is it not," his Lordship asked, more in accordance with the facts to say this transaction was really intended to be what it purported to be, viz.: the giving of security to J. M. Forbes for money which he had advanced to Russell & Co., and, if such was the object, and it seems so it was, I think it should be upheld and that the charges of irregularity made against it do not show that fraud which would justify me in saying that this was not a *bonâ fide* transaction.

NEW Comic Song and Dance Albums at W. Robinson & Co.

AT Shanghai on the 15th inst. H.M.S. *Pigeon* was flying her homeward bound pennant and left on the same day for Trincomalee, where she will pay off.

AT the Magistracy to-day, a Chinese bricklayer was sentenced to four months' imprisonment, and to be whipped eighteen strokes with a rattan, for snatching a pair of ear-rings, valued at $24, from a Chinawoman in Hollywood Road yesterday afternoon.

THE many friends of Colonel Denby, U.S. Minister to Peking, will regret to learn that his son Charles who left Shanghai last December, has died in France. The young man, who was at one time First Secretary of the Legation, and during the absence of his father, *Chargé d'Affaires* at Peking, was on his way home to be married. The cause of death was apoplexy.

IN his weekly share report dated Shanghai 14th February Mr. B. Rustomjee says:—"It is gratifying to have to report a continued upward tendency in nearly all of our local securities during the week under review. The most marked advance has been in Sumatra Tobaccos, viz., a rise of over fifty per cent. on the capital. Banks, China Fires, and Hongkew Wharves have also been freely dealt in at enhanced prices, both for cash and on time, and at the close I can only say that the tone all round is decidedly firm. Hongkong Banks.—These shares have continued their upward movement and cash sales have been reported at 153 per cent. prem. and at 155 per cent prem., whilst contracts have been signed for May and June deliveries at 170 per cent. prem. and at 172½ per cent. prem. respectively. Insurances.—*Marine*—Unions have again found buyers at $115, and Yangtszes at $88 have maintained their last week's rates for cash, but for 31 t March, $90 have had to be paid. Traders have also advanced, and sales at $61.50 and again at $63 have been reported. *Fire*—Hongkong have been sold at $100, and again at $189 and Chinas have been dealt in to a considerable extent for forward delivery, viz., at $85 and at $87.50 for April, whilst cash business has been done at $84. This Company pays the usual dividend of $6 per share, and carries forward $109,772.47; had it not been for the exceptional losses incurred in Manila during the past year, the report of this Company for 1894 would have been one of the best ever issued. Shipping.—Macao Steamboats having paid a dividend of 6 per cent. for the last half of 1894, I now quote these shares at $25.75 ex div. Shanghai Tugs have changed hands at Tls. 120, at which rate the market close firm.

THIS afternoon, shortly after one, an alarm of fire was rung from the Central, which, on investigation, was found due to a flare-up in the very heart of the city, on the two upper floors of No. 3 Wy Tuck Lee Lane, a short, narrow passage way, buried behind the office of the *China Mail* and approached from Wyndham and Wellington Streets by two tunnels. The place was a most dangerous one for a fire to start in, and, under some circumstances, might have been disastrous. Fortunately the fire had made but slight head way by the time the brigade arrived, and, by taking possession of the steps of the *China Mail* office, the hose was carried up to a point from which the flames could be advantageously attacked. Here again was the lack of more suitable conveniences for reaching the fire very conspicuous. The streets were soon filled with those immediately interested in the fire and those drawn from curiosity; and the slopes in front of the St. Paul's College and the Bishop's residence, and the steps of the German Club and the windows of Pedder's Hill were dotted black with interested spectators. There were some curious sights when the gaily furnished apartments of the Chinese *filles-de-joie* on Wyndham Street began to empty of their frail occupants and their fine belongings. Some wiseacres even exclaimed ah! and Oh, my! But the coolies, as they rushed out from the tunnels with their traps, were far more diverting and seemed like a swarm of dark ants from the lower world, each with some saving from the flood and flames that were ravaging his nest. In this fire the need of long light, section ladders, was greatly felt, such as might have been manipulated in these otherwise inaccessible and impossible recesses which are such a continued source of uneasiness to the colonists. Our evening contemporary as usual came to the rescue, when called on, and was the unfortunate sacrifice to the necessities of the occasion. The hose through its windings on the *China Mail* stairs, leaked in texture and joints so much that the steps and press and composing room were fairly deluged and their unhappy plight of a few weeks ago was almost renewed. We sincerely condole with them and can easily imagine their despair in being tossed about from Etna to Messina. But we all have learned that "whom the Lord loveth he chasteneth, and that it is better to be virtuous, than to be happy."

LOUIS MORNINGSTAR, *alias* Richard Vincent, the infantile glob-trotter who called at this office a few months ago and stated he was travelling round the world without a single dime in his pocket, *e.g.* on brazen cheek and downright impudence of the most audacious description, turned up in San Francisco on the 5th ulto. and of course steered for the nearest newspaper office with a view to adding one more free "ad" to his already long list of easily gotten "cumshaws." He presented the Editor with his photo, and as "a fair exchange is no robbery" the youth was written up in *The Call* thusly:—Richard Vincent, the young globe-trotter who has visited most of the civilized and half of the barbarous nations of the world, and who has been written up in the American, English and Indian papers under the name of Louis Morningstar, is in the city again, and now proposes to write a book, because, as he says, "I have been everywhere and seen everything, and there is nothing else for me to do." Young Vincent tells some tall stories of shooting tigers and coolies in India, but seems to have fairly established the fact that he has travelled extensively upon his passports and certificates, which he carries with him as evidence. Since young Vincent was here, a year ago last September, he says he has visited Japan, the Straits Settlements, Ceylon and India, and varied the usual route of the globe-trotter by a visit to Mauritius, Capetown and Johnnesburg. Thence he went to Cairo and Alexandria, visited the Holy Land and Constantinople; went to Gibraltar and the Azores, and finally returned to New York. [What about the abortive attempt to interview Sir G. T. O'Brien?—ED., *H. K. Telegraph*.] Young Vincent is a thirteen-year-old lad and does not suffer from a lack of assurance [Rather not! Ed. *H.K.T.*] He modestly tells of counting the Mikado of Japan and the Emperor of Germany among his friends, and recounts how he has dined with President Cleveland, with Governor Flower of New York and with David B. Hill. He is making his home with J. W. Rew of 1516½ Park street, Alameda, in which town he says he proposes to remain for several months. "I am going to give a lecture in the opera-house in Alameda on the 10th," said the lad, "and then I am going to write my book." He says it will take him two months to write his book.

NEW piano repairing machinery, received by W. Robinson & Co.

MANY a man gets into a peck of trouble by taking the eight quarts that make it.

FULL stock of banjos, mandolines, guitars, accordions, strings and fittings of all kinds at W. Robinson & Co.

CHOI KUM, a married woman, was charged before Mr. Hastings to-day for attempting to commit suicide by jumping into the harbour at Shau-ki-wan on the 15th inst. The prisoner, who promised not to attempt such a rash act again, was severely cautioned and discharged.

AT the Magistracy this morning before Mr. Hastings, Chun Fing, a coolie, was charged on remand for annexing about 26 lbs. of brass, valued at $7, the property of the Taikoo Sugar Refinery, at Quarry Bay on the 18th inst. The prisoner, who admitted a previous conviction of six months for larceny, was sentenced to two months' imprisonment with hard labour, and to be exposed in the stocks outside the Refinery at Quarry Bay for two hours at the expiration of his sentence.

WE take the following items from the *Nagasaki Pising Sun*:—The Chinaman who recently had the sad misfortune to be thrown down on board the German steamship *Apenrade*, in a severe gale, whilst on the voyage from Shanghai to this port, thus receiving such severe injuries that he died on board, is, we notice, reported by the *Osaka Asahi* and other papers, to have been murdered. Such was certainly not the case, as the searching enquiry held both by H.I.G.M.'s Consul and the local officials fully proved.—It is reported that a rich coral bed has recently been discovered off the coast of Fukuye, on the Goto Islands.—The family of a former well-known Chinese storekeeper, Kung-on, consisting of three sons, also the two daughters of the eldest son, all of native maternal parentage, have applied through the U.S. Consulate to become Japanese naturalised subjects.

THE NATIONAL BANK OF CHINA, LIMITED.

The following is the report of the Directors to the fourth ordinary annual general meeting of shareholders to be held at the offices of the bank, Victoria Buildings, on Saturday, the 9th proximo, at noon:—

To the shareholders of the National Bank of China, Limited.

Gentlemen,—We have now the pleasure to submit to you the accounts for the half-year ending 31st December, 1894 (those for the half-year ending 30th June having been sent to you in August last).

The additional profit earned during the half-year amounts to $34,511.10, which with $76,122.19 brought forward from 30th June, makes the total of undivided profit $110,633.29 from which the Directors propose to transfer $50,000 to a Reserve Fund and to pay a dividend of $1.25 per share (as against $1.11 per share paid last year)—this at 2/—=3/6 per share on the "A" or London shares—and will absorb $50,566.25, leaving the sum of $10,067.04 to be carried forward to next account.

It is a matter for congratulation that the Bank has made further progress in the past twelve months notwithstanding the disorganisation of trade through the plague, the war and the instability in our exchanges owing to the continued uncertainty of silver.

Mr. H. Stolterfoht and Mr. Kwan Hoi Chun retire in rotation from the Head Office Board and Mr. C. B. Stuart-Wortley, Q.C. M.P., from the London Committee, and being eligible for re-election offer themselves accordingly.

The accounts at the Head Office have been audited by Messrs. J. H. Cox and Wm. Hutton Potts, and in London by Messrs. Deloitte, Dever, Griffiths & Co., Chartered Accountants.

Your obedient servant,

D. GILLIES,
Chairman.

Hongkong, February 11th, 1895.

BALANCE SHEET, 31ST DECEMBER, 1894.

Liabilities.

Capital, 750 fully paid Founders' shares of £1 each (at par of 2/-)....$	5,000.00
Capital partly paid £332,081 (at par of 3/-).....	2,213,873.33
Notes in circulation	405,615.00
Fixed deposits, current and other accounts	1,752,161.01
On drafts, acceptances, and endorsements (bills re-discounted)	1,787,017.96
Balance of Profit and Loss Account	110,633.29
Total.....$	6,275,200.59

Assets.

Cash on hand and at Bankers.....$	695,020.87
Government securities belonging to the Bank	189,000.00
Bills receivable, loans and advances	4,921,299.71
Furniture, stationery and stamps	36,293.31
Adjusting Account (exchange and interest)	437,586.70
Total.....$	6,275,200.59

PROFIT AND LOSS ACCOUNT.
31st December, 1894.

Dr.

Charges, salaries, directors' fees, etc.....$	61,115.24
Amount to be placed to reserve fund	50,000.00
Dividend account, proposed payment of $1.25 per share on 40,453 shares	50,566.25
Balance to be carried forward to next account	10,067.04
Total.....$	172,748.53

Cr.

Balance brought forward from last half year .....$	76,122.19
Gross earnings for half year ending 31st December, 1894	96,626.34
Total.....$	172,748.53

D. GILLIES,
Chairman.

GEO. W. F. PLAYFAIR,
Chief Manager.

ANTHONY BABINGTON,
Chief Accountant.

HERM STOLTERFOHT
CHAN KIT SHAN,
KWAN HOI CHUN,
} Directors.

We have compared the above statements with the books, cash, and securities at the Head Office, and with the returns from the branches, and have found same to be correct and in our opinion the balance sheet is properly drawn up, so as to exhibit a true and correct view of the Bank's affairs as shewn by the books. The London returns have been audited and certified by Messrs. Deloitte, Dever, Griffiths & Co., Chartered Accountants.

JAMES H. COX,
W. HUTTON POTTS,
} Auditors.

Hongkong, 11th February, 1895.

THE ORIENTAL WAR.

For the following items of war news we are indebted to our Shanghai morning contemporary :—

THE SURRENDER OF WEI-HAI-WEI

The local mandarins have received the following particulars regarding the final hours when Wei-hai-wei was still in the hands of the Chinese.—All ammunition had been exhausted and Liukungtao Island was at the mercy of the enemy as early as the afternoon of Monday, the 11th instant. Admiral Ting, finding all was lost, then committed suicide and Chang Taotai the second commandant who had succeeded General Tai hearing of Admiral Ting's death, also committed suicide. Upon this, in order to save the rest of the fleet and army at Liukungtao, Admiral McClure sent a flag of truce to the Japanese consenting to surrender. The Island, forts, etc., were handed over the next day, the 12th, to the Japanese, and the officers and men of the Chinese fleet and army are now confined on board the enemy's ships which will convey them first to Port Arthur and thence to Japan. It is calculated that only 1,700 officers and men surrendered.

WHO IS RESPONSIBLE ?

We have it on undoubted authority that when the news of the arrival of the Japanese at Yungching was reported to Admiral Ting at Wei-hai-wei, he telegraphed at once for permission to attack the enemy's fleet and transports, declaring that, even if he should lose most of his ships in the engagement, he would be able to cause irreparable losses to the Japanese. The Viceroy Li Hung-chang, however, sent peremptory orders forbidding Admiral Ting to leave the port, his telegram ending with the words: "Abide where you are to the last! If you stir from Wei-hai-wei without orders and attack the Japanese you will be answerable for it, even if you should prove victorious over them."

THE LOST NAVY.

It may be interesting to set out a list of the ships which were either destroyed, or fell into the hands of the Japanese when Wei-hai-wei surrendered.

SHIPS AT WEI-HAI-WEI.

Tingyuen, ironclad, late flagship of Admiral Ting, now settled in 3 fathoms of water, but with her guns free for action.

Chingyuen, ironclad, flagship of Admiral McClure. Repaired.

Pingyuen, armoured cruiser, Captain Li Ho.

Tsiyuen, steel cruiser, Captain Lin Tien-fa.

Chingyuen, steel cruiser, Captain Yeh Chookuei.

Kuangpiao, deck protected wooden torpedo cruiser from Canton, Captain Yü.

Chenpei, *Chenhsien*, *Chenshi* and *Chengchung*, four Armstrong mosquito boats, carrying one thirty or twenty-five ton muzzle-loader each; five torpedo boats and three tug-boats (armed).

SHIPS REPORTED SUNK AT WEI-HAI-WEI.

Laiyuen, armoured cruiser, Captain Keu Powjin.

Weiyuen, wooden corvette, Commander Lin.

Kiangchi, wooden torpedo depôt ship, Commander Sah.

Paofeh, armed tug-boat.

Meiyuen, wooden gunboat.

SPORTING GOSSIP.

ABOUT TOUTS.

"When the touts leave this place it'll be time for me to pack up and be off too, for I shall know that I've got no horses worth looking at."

This liberal and large-hearted statement was made to myself, not many years ago, by one of our most eminent trainers; and at the close of the nineteenth century these gentlemen, it would seem, have come to tolerate the horse-watcher as a necessary evil.

Nothing in the later history of the Turf has been more remarkable than the rise of that earliest of early riser—the tout. In what are called the "good old days," when man drank port wine and wore tophoots on ordinary occasions; when jockeys rode from one meeting to another with their stock of clothing and saddlery strapped round their waists, and everybody settled with the flag, the tout was, as commonly represented, one of the vilest of rascals. He was an illiterate and very dirty individual, with a weakness for gin; a scoundrel who usually slept with all his apparel on—in a ditch for choice—so as to be in time to witness important trials at daybreak, and who filled up his spare time in "nobbling" the favourite, either by poison or a tap of a little wooden mallet.

In the still-better old days, 'in the "thirties," the tout was as rare a bird, almost, as the great auk. The fine steel engraving published with this sketch represents, not Benjamin Disraeli in his younger days, as the casual observer might imagine, but "The Newmarket Tout." In those days, every male who ventured abroad was compelled by the unwritten law of etiquette to don a frock coat and a tall hat. And this gentleman of observation is pictured as kneeling down in the "Plantation" watching the horses come on to the "Limekilns." And in order the better to escape observation, he has deposited his hat on the ground behind him. I would stake my reputation that "the Newmarket tout" of the "thirties" did not amass enough wealth to get his hat ironed every day. We have, indeed, changed all that. The up-to-date horse watcher, the "man of observation," as he likes to be called, is frequently a man of substance wallowing in house property and Government Stock; and, occasionally, a man of education. I have known a tout "drop into poetry" with all the ease and grace of a Silas Wegg and even quote a favourite Latin author in his reports. The reader of racing literature of to-day is not half satisfied with what was good enough mind food for his father. He must and will have elaborate training reports with minute descriptions of trials. Should Brother to Warming pan get cast in his box overnight, and that fact not appear in type within twenty-four hours, the exacting reader will refuse to be comforted. In fact, the reading public frequently get their news before it reaches the owner of the horse himself. Reports of trials are, of course, not always strictly accurate. What are known as "touts' trials" often take place, especially at Newmarket, and it requires a most experienced observer to determine where the horses who are being put through the mill really "finish." But, on the whole, the trials, as reported in the sporting papers, are to be relied upon, though the proverbial grain of salt has to be taken with some.

I know a man—he is a member of a local government board, and has long since, so they say, made his "pile"—who sat up, or, rather, hung about the stables for three nights in order to see Irquois' Derby trial. On the third night (or morning) his patience was rewarded, and thanks to the artificial bank erected at the instigation of a former steward of the Jockey Club alongside the Cambridge Road avowedly for the purpose of screening the trial ground from the gaze of the touts, but which really serves them as a resting-place for their telescopes, this man of observation got a particularly good view of the all-important gallop. And you may be pretty sure that the tout, together with his employers, did not lose much through his watchfulness and perseverance.

Another Newmarket trial, which was *not* witnessed by any tout, was nevertheless no secret to them, for long. A certain two-year-old—I will call him Chota Moti—had been purchased for a substantial sum after winning a selling race on the Heath in a canter. His new owner determined to test the youngster with several "home-made" ones, and as soon as possible. Accordingly, the gallop took place at three the next morning; and in order that as few people as possible should be in the secret, the jockeys who were to ride in the trial were ordered to take the horses out of their boxes, and to "do up" their charges after returning home, the regular stable attendants being fast in the arms of Morpheus. The gallop took place, and day had hardly broken when the stables were once more locked up. But an important omission had been made by one of the jockeys in performing his horse's toilet. He forgot to pick out his feet!

The stable boy was, you may be sure, not slow to notice this omission.

"Hullo, my beauty!" he observed to his dumb friend, whose feet were full of soil; "you've been a gallivanting about in the middle of the night, have you?"

In another quarter of an hour all the horses who had been in the gallop were "spotted"; and, most extraordinary fact of all, before noon, every tout in the place had wired to his clients the result of that trial! But I fancy the account must have been somewhat conflicting.

I know a South-country tout who possesses rather more than the usual dogged perseverance of his race. This worthy was the owner, at one time, of a pony who, too, had all the instincts and love of his business which characterise your true watcher, and would remain motionless, in a ravine, or behind the furzes, out of sight, until his duty had been accomplished.

One day the principal trainer in the district was going to try a horse engaged in an important hurdle race at Croydon, over his private course, some three miles away. In the village adjacent to the trial ground the astute trainer received intelligence that the obnoxious horse-watcher had passed through a little time before. But when the cavalcade arrived on the trial ground not an observer was to be seen. Still the trainer was by no means satisfied.

"I know he's here, confound him!" he said (and his voice was a far-reaching one). "He's hidden somewhere, be hanged to him! I shan't try'm to-day at all. Take 'em straight home, Willy." And away went trainer, head lad, horses, and all.

Most touts would have accepted the situation and departed, too, at a respectful distance behind. But I think I tell you that this particular man of observation possesses rather more than the usual dogged perseverance of his race. He and his pony "lay low" (like "Ole Brer Rabbit") remained hidden for another hour and a half, at the end of which time back came the trainer and his little string of jumpers. And, doubting not but that the tout was by this time safe in his own house, the master of the string gave the signal for the gallop to commence. The tout saw it well from start to finish, and the connections of the stable had to take a short price about the winner. But as he landed the Croydon Hurdle Race easily enough, there was not much harm done after all.

A late employer of the trainer mentioned at the commencement of this article was by no means as tolerant of touts as his trainer is at the present time. And the employer had good reasons for his intolerance. If ever one tout deserved a good "hiding," laid on with a stirrup leather, more than another, it was a young man who was son and heir of an estimable lady who kept an inn within a mile of the training quarters. This youth combined the occupation of tout and advertising tipster, and must have amassed a large fortune during his stay in those parts. Not content with suborning every stable-boy who would listen to his charming, he had the keeper of the toll-gate between the stables and the downs in his pay; and the trainer's employer was eventually obliged to buy up that toll-gate, and establish an old confidential servant there. At that time there was no means of communicating from the village by means of the electric telegraph. There was no office nearer than Oldbury, some five miles away. And on the morning of an important trial—the rascal generally knew the exact time that it would take place—the young man would station "gallopers" at intervals along the Oldbury road. By this means the tidings of the trial would reach his employers some hours before the owner's commissioner was informed; and as that gentleman was no light bettor, grief not infrequently resulted.

"The young man at the inn" was, in fact, directly responsible for the scratching of a well-known horse, which created such a scandal years ago, and which helped to land the proprietor of a sporting paper on the wrong side of the "big gate" in Coldbath Fields.

In alluding to this young man, it is far from my intention to class him amongst the regular army of toutdom, most of whose soldiers are respectable men, who work much harder than their neighbours, and do not always get rewarded after their deserts.

That in the multiplicity of touts lies the reason for the decline of ante-post betting there can, I should think, be no question. In the "good old days," before the introduction of training reports, when *Bell's Life* was the only racing paper of any importance in existence, the general public knew absolutely nothing about the private life of a racehorse, and the bookmakers profited accordingly. There was but little "fore-stalling" perpetrated in those days, save by an owner's intimate friends, for the welfare, or otherwise, of a favourite in his own home was as a sealed book to most outsiders. Hence long lists of quotations on the Derby, Leger, and other important events; and also, hence the fact that a substantial proportion of the horses backed were doing no work at all—some of them were broken down, or otherwise dead amiss, and a few absolutely dead. We certainly have "more light" in these advanced times. There are more than a dozen of what I call "legitimate" chronicles of sporting matters alone, apart from those broadsheets (most of them short lived) which combine daily "wire finals" and miracle business" with their weekly digest of racing, and which boast almost as many tipsters as training correspondents. The infallibility of the Turf adviser or "tipster" has long been recognised (by himself), and is a fact which must not be disputed by the rest of the world; and as he is not exactly the man to hide his light under a bushel he takes care to blazon his successes, at a cost of two-and-sixpence per line, in the advertisement columns of the sporting dailies. A few—a very few—of these advertising philanthropists are, I have reason to know, reliable men—reliable, *i. e.*, in that they work hard in the interests of their customers—who attend most of the race meetings, and have correspondents (or touts) at most of the training quarters, and do their own touting on the racecourses, at a very early hour in the morning. Some of them—for the benefit of bookmakers and others at a distance—even undertake to supply the runners for each race an hour or two in advance. Other tipsters are, it is to be feared, neither reliable nor particularly honest; and, when customers run short, are not apt to change their names and addresses, and start upon a fresh basis. For it is a curious fact that that portion of the British public which seeks for guidance in its racing investments believes implicitly in the theory of safety in the multitude of counsellors, and will usually try each advertising tipster in turn. Thus "addresses" of likely customers—which addresses are a marketable commodity—are particularly useful to men anxious to commence as public benefactors in this direction. But all tipsters are not touts; and the converse is equally true.

Leaving out the great training grounds of Newmarket and the Curragh, no fewer than twenty-eight centres have reporters, or touts, dwelling in their midst; a conspicuous exception in these latter days being Hednesford, where, in the olden time, many a winner was trained, but which now appears to be abandoned altogether by the racehorse educater. Since writing the above, Thomas Skelton has informed me that he and Hopwood have a few horses in training on the historic ground whereon, in the past, Bakrett, W. Saunders and T. Cliff prepared many a useful horse. At the head-quarters of the Turf, were a summary of the occupations of the inhabitants to be compiled, it would be found that there is one tout to every ten horses or so. At Newmarket the reporters for the sporting dailies are compelled to employ, each one, a small army of horse-watchers, it being impossible for one individual, or even three to gain a personal insight into all the work which takes place on those extensive training-grounds. True, one gentleman of observation is privileged to ride over the Heath, and can see almost all he wants for himself—I had almost descended to the slang phrase "on his own"—but he is an exception. The common or heath tout must rise before daybreak, don his "watching" boots, gird his mackintosh and telescope upon his shoulders, and "hoof it" to and fro, in order to cull the requisite amount of honey for his employers; and that tout's job is a rather more irksome one than that of the rural postman. There is a back parlour in a small inn in Newmarket where, after morning exercise hours, the master-touts with their journeymen are wont to foregather. Here are written most of the daily training reports for the paper, in time to be sent off by the midday train to the Metropolis; each tout producing his notes of the work done, which are carefully copied into the main article, after more or less expansion and elaboration; and it is a remarkable fact that the Newmarket trainers seem to have no fear of any harm that the touts may do them. Not many years ago it was almost a hanging matter to be caught watching a trial; and there be some touts still left in merry England who can discourse feelingly of "good hidings" and immersions in horse ponds as consequences of their temerity and perseverance. But nowadays at Newmarket—especially during the week before flat-racing commences—I have frequently seen a test gallop brought off in the immediate presence of hundreds of people. But how many of these gallops were what an esteemed contemporary calls "*cum grano* trials" deponent sayeth not.

Until, however, within the last decade or so the tout was not universally beloved. His presence on a training ground, or anywhere in its locality, was not invited. He was a very Ishmael, and his calling was a decidedly dangerous one. In the heavy betting days—ante-post betting days I mean—he could do a deal of mischief, and interfere terribly with commissions. In the "sixties," probably, the "great game" was played for larger stakes than it ever had been, or ever will be played for; and certain noblemen fairly set the fashion of "plunging" Danebury in the "sixties" was the home of many a high flyer. There were "giants," both human and equine, to be met with on those picturesque downs over and above Stockbridge town; and there were touts there too—far more than there are at the present day. And the master minds that "put the double" upon so astute a tactician as "Fred." Swindell were not likely to endure having their "good things" spoiled by the watchfulness of any tout. So Danebury was as it were, a "sealed borough" to the man of observation. And, although it must have been palpable to those in charge of the mare that Lady Elizabeth must have lost all vestige of form between the autumn of '67 and the spring of '68, the fatal news never leaked out, and the "splendid wreck" started a raging hot favourite for the Derby. I shall never forget Fordham's face just before he was lifted into the saddle! Nicely "planted," too, were the Stockbridge touts on the day of Lecturer's Cesarewitch trial. The whole of them were invited to a banquet at the Grosvenor Arms by the powers that were at Danebury, and, when the guests were all assembled at the well-spread table, a well known Duke addressed them, in some such terms as these: "Gentlemen, we have invited you here to partake of our hospitality, in order that we may try some horses, on the Downs up above, free from observation. You will, therefore, I know, pardon us for locking the door." The touts were, thereupon, locked in the room, which was on the second floor, and not one of them cared to risk his neck in jumping out of the window. The trial came off, with a result which is historical; and one commissioner (Mr. W. Wright) "turned in" no less than £80,000 to the noble owner of Lecturer. Yes, there were "giants" at Danebury in those days. And it is not generally known that Lecturer was backed to win an enormous sum of money at the Rooms the night before the race; but, after a big dinner with "the Marquis," the horse's backers were obviously so much under the influence of alcohol that none of the wagers were written down. My authority for this statement is a gallant warrior who was one of the Lecturer party; and it is just possible that some of those unwritten bets would have appeared in black and white on the following Monday had the little brown lost the race.

Amateur touts are, as a rule, harmless. At Newmarket which we all periodically visit, as much for the sake of the fine air as with a view to the increasing of our little stock of cash, there are plenty of aristocratic watchers early on the morning of each race day. But few of us learn much, after cheating ourselves of that matutinal "nap"—after the shaving-water has been deposited at our bedroom doors—which, to my thinking, is the most refreshing part of the night's rest. But there be some aristocratic touts whose presence on a racecourse could very well be dispensed with. I allude to the "fishers of men"—to those gentlemen who persistently tout owners and jockeys. The Stewards of the Jockey Club have tried to cope with this nuisance, but they have begun too low down. And I know an instance in which an amateur tout interfered most terribly with a commission. This worthy, who had a horse in training in the stable, witnessed a big "school" of some steeplechase horses, and made use of the telegraph wires immediately afterwards to some purpose. Of course, there was a terrible row about the matter, and threats were made not to run the winner of the trial at the meeting. But some sort of compromise was arrived at and the horse won in a canter.

The fierce light which beats upon the Turf has been the means of bringing the tout into recognition as a useful member of society. He is, for the most part, fat, and, like most fat people given to express himself in somewhat forcible language. But, like the hero of the song, he is all right when you know him. And, as a rule, he does not expend his savings in the purchase of racehorses. Possibly his state is the more gracious thereby. Who can tell?—"Edward Spencer" in *Baily's Magazine*.

DEAFNESS. An essay describing a really genuine Cure for Deafness, Singing in Ears, &c., no matter how severe or long-standing, will be sent post free.—Artificial Ear-drums and similar appliances entirely superseded. Address THOMAS KEMPE, Victoria Chambers, 19, Southampton Buildings, Holborn, London.—[ADVT.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"FOKIEN,"

Captain Davis, will be despatched for the above Port on FRIDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 20th February, 1895. [272

NAVAL CONTRACTS, 1895-96.

SEALED TENDERS, in duplicate, will be received by the NAVAL STORE-KEEPER, H.M. NAVAL YARD, until NOON on SATURDAY, the 2nd March next, from persons desirous of supplying the undermentioned Articles for the use of H.M. Navy, for the year 1895-96:—

BISCUIT,	RAISINS,
SOFT BREAD,	RICE,
FLOUR,	SUGAR,
FRESH BEEF,	FRESH MILK,
FRESH VEGETABLES,	Water for Drinking
FRESH POTATOES,	Water for Boilers.

Printed Forms of Tenders and further particulars can be obtained at the NAVAL STORE-KEEPER'S OFFICE.

The right to reject the Lowest or any Tender is reserved.

Hongkong Victualling Yard,
Hongkong, 20th February, 1895. [271

NEW CANTON HOTEL,

FRENCH CONCESSION, SHAMEEN.

GOOD ACCOMMODATION and EXCELLENT CUISINE.

BOARD and LODGING by the day:—

One Person $3.50
Married Couples occupying one Room.....$6.00

Telephone and Electric Bells fitted up throughout the Establishment.

The Hotel provides Boats for the conveyance of Visitors to and from Steamers.

T. F. DA CRUZ, Manager.

Canton, 1st February, 1895. [271

Amusements.

AMATEUR DRAMATIC CLUB.

THERE WILL BE POSITIVELY ONLY TWO MORE PERFORMANCES OF

"ROBINSON CRUSOE,"

ON

SATURDAY, THE 23RD FEBRUARY, AT 9 P.M.

AND AN

AFTERNOON PERFORMANCE, MONDAY, THE 25TH FEBRUARY, AT 4 P.M.

TICKETS and BOOKS of the WORDS OF THE SONGS can be obtained at Messrs. LANE, CRAWFORD & Co's.

Hongkong, 18th February, 1895. [243

To be Let.

TO LET.

OLD CHARTERED BANK Premises in "CONNAUGHT HOUSE," QUEEN'S ROAD.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong 12th February, 1895. [239

TO LET.

DWELLING HOUSES:—
"HIGHCLERE," at MAGAZINE GAP.
"RAVENSHILL" WEST, on ROBINSON ROAD.
FLOORS in ELUIE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.
GODOWNS:—
BLUE BUILDINGS.
No. 7A, PRAYA CENTRAL.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 19th February, 1895 17

TO LET.

HOUSE No. 4, "BEACONSFIELD ARCADE," facing PARADE GROUND.
ROOM in "BEACONSFIELD ARCADE," QUEEN'S ROAD.
HOUSE No. 8, "BELILIOS TERRACE," ROBINSON ROAD.
GODOWNS in DUDDELL STREET.

Apply to

BELILIOS & Co.

Hongkong, 16th February, 1895. [254

FLOUR.

IF YOU WANT GOOD BREAD USE

AND TAKE NO OTHER

Intimations.

PRE-EMINENT AND WHY?

PURE MEAT JUICE.

THE VITAL PRINCIPLE OF

PRIME OX BEEF.

CONTAINS 50 TIMES MORE NOURISHMENT THAN ORDINARY MEAT EXTRACT.

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OX-BONE MARROW, WITH HOPPED MALT EXTRACT.

FATTENING, ENERGY-FORMING, TISSUE BUILDING, BLOOD-PRODUCING.

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WATKINS & CO.

66, Queen's Road Central. [51

KELLY & WALSH, LD.

AYRES CHAMPION TENNIS BALLS, 1895.
AYRES REGULATION TENNIS BALLS, 1895.
SALTER'S TENNIS RACKETS, all weights.
DEMON & SPECIAL DEMON RACKETS.
CROQUET SETS, Complete in Case.
INDIAN CLUBS, various weights.
DUMB BELLS, various weights.
HALMA: For TWO or FOUR PLAYERS.
THE POPULAR RACE GAME.
DRAUGHTS, CHESS, BEZIQUE, &c., &c., &c.

ALL OF THE ABOVE CAN NOW BE OBTAINED FROM

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Hongkong, 18th February, 1895. [6

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HOTEL METROPOLE, 1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine, under the foreign supervision of an approved Chef, has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch attends Steamers arriving and departing. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—the only Hotel offering such an advantage. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNY, Manager, *YOKOHAMA.*

E. DEWETTE, Manager, *TOKYO.* [160

Hotels.

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG, *(On Shau-ki-wan Road.)*

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. [19

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MIYANOSHITA, HAKONE,

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION. *NATURAL HOT SPRINGS.*

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI, Proprietor.

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—Established 1857—

Nos. 148/150, QUEEN'S ROAD CENTRAL.

THIS POPULAR HOTEL has recently been thoroughly renovated and, under new and experienced Management, offers Accommodation at most reasonable rates to BOARDERS and VISITORS, unsurpassed in the Colony.

The BED-ROOMS are Commodious and Comfortably FURNISHED, with HOT, COLD and SHOWER BATHS.

There are DINING, BILLIARD and SMOKING ROOMS, with every convenience.

The CUISINE is in able and experienced hands, and only the best brands of WINES, SPIRITS and MALT LIQUORS are kept.

For terms, &c., apply to

A. B. C. DEMÉE, Manager, STAG HOTEL.

Hongkong, 1st February, 1895. [192

THOMAS' GRILL ROOMS,

(Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M.; or later if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash, Terms:—

Breakfast ...per meal	$0.75	...per Month	$12
Tiffin..... "	$0.75	... "	$20
Dinner ..... "	$1.25	... "	$25
Breakfast, Tiffin and Dinner...		"	$45
Breakfast and Tiffin		"	$30
Tiffin and Dinner		"	$40

SPECIAL TIFFINS and DINNERS served in Excellent Style at short notice.

W. THOMAS, Proprietor.

Hongkong, 14th June, 1894. [27

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OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL WINTER RATES,
(FROM NOVEMBER 1ST TO MARCH 31ST).

One person, per day.....$2.50 to	$ 3.00
One person, per month .....$55 to	60.00
Married couple (occupying one room) per day	5.00
Married couple (occupying one room) per month .....$100 to	105.00
Married couple (occupying two rooms) per month .....$110 to	120.00
Extra Bed-room, per month	30.00

For further particulars, apply to

THE MANAGER, New Victoria Hotel.

Hongkong, 16th October, 1894. [26

Intimations.

TO SHIPMASTERS.

CAPTAIN F. H. PLUMMER, (LATE OF THE PATAGONIAN NAVY.) *THE OLDEST STEVEDORE IN MANILA.*

STEVEDORE AND CONTRACTOR.

COALS and all kinds of STORES SUPPLIED on the shortest notice and on the most reasonable terms.

Manila, 5th October, 1895. [32

TO SHIPMASTERS.

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THE Undersigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong exclusively Supplying FILTERED WATER.

Despatch Guaranteed. Call Flag "W."

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Hongkong, 17th November, 1894. [21

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IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1894. [29

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1894. [448

The Share Market.

LATEST QUOTATIONS.

BANKS.

Hongkong and Shanghai Bank.—146 per cent., sellers.

The National Bank of China, Ld.—on £8.0.0. paid up, $20, sellers.

The National Bank of China, Ld.—Founders shares, nominal.

The Bank of China, Japan & the Straits, Ld.—[illegible], nominal.

The Bank of China, Japan & the Straits, Ld.—Founders' shares—£5, buyers.

CHINESE LOANS.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

MARINE INSURANCES.

Union Insurance Society of Canton—$150 per share sellers.

China Traders' Insurance Company—$62 per share sellers.

North China Insurance—Tls. 210 per share, buyers.

Canton Insurance Company, Limited—$155 per share, buyers.

Yangtze Insurance Association—$88, buyers.

Oriental Insurance Company, Limited—Tls. 15 per share.

The Pacific Insurance Co., Ld.—$24 per share buyers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—$189 per share, buyers.

China Fire Insurance Company—$83 per share, buyers.

The Straits Fire Insurance Co., Ld., $2 per share, buyers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—[illegible] per share, sellers.

China and Manila Steam Ship Company—$66, sellers.

Indo-China Steam Navigation Company, Limited [illegible], sellers.

Douglas Steamship Company—$53, sellers.

China Mutual Shippers' Co., Ld.—(Preference)—£[illegible] share, nominal.

China Mutual Shippers' Co., Ld.—(Ordinary)—£[illegible] per share, nominal.

REFINERIES.

China Sugar Refining Company, Limited—$150 per share, sellers.

Luzon Sugar Refining Company, Limited—$48, sellers.

MINING.

Pa[illegible] Co.—(Ordinary)—$6¼ per share, [illegible] and sellers.

Pa[illegible] Co.—(Preference)—$1.90 per [illegible], sellers.

The [illegible] Mining Co., Limited—$4¼ per [illegible].

The [illegible] Gold Mining Co., Limited—[illegible] per share, buyers.

So[illegible] Charbonnages du Tonkin [illegible] per share, sellers.

T[illegible] and Trading Co., Limited—[illegible], sellers.

WHARVES AND GODOWNS.

Ho[illegible] Dock Company—82 [illegible] per share, buyers.

Ge[illegible] Co., Limited—$16 per share, [illegible].

Ho[illegible] Kowloon Wharf and Godown [illegible] $36 per share, sellers.

We[illegible] Warehouse Co., Ld.—$37½ per share, [illegible].

HOTELS.

Ho[illegible] Hotel Company—$9 per share, [illegible].

Hon[illegible] Hotel Co.'s Six per-cent. Debentures [illegible].

The Chinese Hotel Co., Limited—nominal.

LANDS AND BUILDING.

The Kowloon Land and Investment Co., Limited—[illegible] per share, buyers.

The [illegible] Land Investment Co., Limited—[illegible] buyers.

Th[illegible] Building Co., Limited—$16 [illegible] share, sellers.

Hongkong Land Estate and Finance Co., Ld.—$14 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—$10, sellers.

D[illegible] & Co., Limited—$1 per [illegible], buyers.

MISCELLANEOUS.

Ho[illegible] Dairy Farm Co., Limited—$5 per [illegible], buyers.

H. [illegible] Co., Limited—$5 per share, [illegible].

Ho[illegible] Manufacturing Company, [illegible] $122 per share, buyers.

Hon[illegible] Company—$125 per share, buyers.

Ho[illegible] Ice Company—$76 per share, buyers.

Hong[illegible] and China Bakery Company, Limited [illegible] per share, sellers.

Th[illegible] Dock and Cement Co., Limited—$75 per share, buyers.

The [illegible] Cement Co.—$5, sellers.

The Hongkong Electric Light Co., Limited—[illegible], sales and buyers.

The Hongkong High-Level Tramway Co., Limited—$70, buyers.

Cam[illegible], Moore & Co., Ld.—$2 per share.

EXCHANGE.

On London—Bank, T. T. 1/11⅝

Bank Bills, on demand 1/11⅝

Bank Bills, at 4 months' sight ... 1/11⅞

Credits at 4 months' sight 2/0

Documentary Bills, at 4 months' sight 2/0⅛

On Paris—

Bank Bills, on demand 2.48

Credits, at 4 months' sight 2.53

On India—

T. T. 182½

On Demand 182¾

On Shanghai—

Bank, T. T. 71⅞

Private, 30 days' sight 73⅝

Sovereigns (Bank's buying rate) .. 89.90

Silver (per oz.) 27⅝

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Sydney*, with the outward French mail, left Saigon on the 17th instant at 7 a.m., and may be expected here to-morrow.

THE AMERICAN MAILS.

The O. & O. S. S. Co.'s steamer *Belgic*, with mails, &c., from San Francisco on the 24th ultimo, left Nagasaki on the 17th instant at 3 p.m., and may be expected here to-morrow.

The P. M. S. S. Co.'s steamer *Peru*, with mails, &c., left San Francisco for this port, *via* Yokohama and Nagasaki, on the 2nd instant.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Ravenna*, with the outward English mail, left Singapore on the 19th instant, and may be expected here on the 24th.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan*, from Vancouver on the 5th instant, left Yokohama on the 19th for Kobe, Shanghai and Hongkong.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer *Sikh* left Victoria on the 6th instant for this port, *via* Japan ports.

THE INDIAN MAIL.

The steamer *Lightning*, from Calcutta, left Singapore on the 15th instant, and may be expected here on the 22nd.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Malacca*, from London, left Singapore on the 15th instant, and may be expected here on the 22nd.

The Navigazione Generale Italiana steamer *Bormida* left Bombay on the 9th instant, and may be expected here on the 1st proximo.

The P. & O. S. N. Co.'s steamer *Manila* from London, left Bombay on the 16th instant, and may be expected here on the 6th proximo.

VISITORS AT THE HONGKONG HOTEL.

Mrs. and Miss Beeston.	Mr. J. Kinghorn.
Mr. W. Blaynay.	Mr. S. A. Korczki.
Mr. J. W. Bolles.	Mr. W. Krumme.
Mr. Brandenberg.	Mr. Hugh MacCallum.
Mr. W. J. Canter.	Mr. & Mrs. H. R. Marsden.
Mr. C. L. Camera.	Master Marsden.
Capt. and Mrs. Combe and child.	Mr. J. McWilliams.
	Mr. T. Mitchell.
Mr. J. Cros.	Mr. V. Melo.
Capt. Cunningham.	Mr. R. A. Murray.
Mr. E. J. Damang.	Mr. J. de Navarro.
Mr. V. H. Deacon.	Lt. & Mrs. Ommaney.
Mr. W. A. Duff.	Mr. W. Parfitt.
Mr. C. N. Edison.	Captain C. Pinson.
Mr. A. I. Ezekiel.	Mrs. Richardson.
Mrs. J. S. Fearon and child.	Mr. W. Robinson.
	Mr. and Mrs. Léon G. LeRoux.
Mr. G. Fenwick.	
Mr. D. Graham.	Mr. T. A. Sampson.
Dr. Haberer.	Miss Smith.
Mr. C. Harris.	Mr. E. Thomas.
Mr. A. Haupt.	Mr. W. von Uffer.
Mrs. Hodgins.	Mr. V. Uldall.
Col. & Mrs. Jerrard.	Mr. D. G. Welsh.
M. M. Jones.	Mr. J. W. Wilson.
Mrs. St. John.	Mr. A. Wolff.
Mr. L. Judell.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. M. G. Allen.	Mrs. G. Holmes.
Mr. J. G. Buckle.	Mr. F. D. Maclean.
Mr. J. A. E. Chaudet.	Mr. Medhurst.
Miss Coe.	Major and Mrs. Moore.
Captain van Corback.	Mr. J. Rankin.
Mr. H. Crombie.	Mr. H. W. Robertson.
Mr. R. P. Dipple.	Mr. Sandilands.
Mr. J. P. Dowling.	Mr. and Mrs. Sansom.
Mr. D. Farquharson.	Mr. F. H. Slaghek.
Mr. & Mrs. A. Findlay-Smith and family.	Mrs. A. Smith.
	Mr. A. B. Snortowe.
Mr. W. S. Harrison.	Mr. A. G. Stokes.
Mr. Geo. Holmes.	Rev. and Mrs. Vallings

CHINA COAST METEOROLOGICAL REGISTER.

19th February, 1895.—At 4 p.m.

Station.	Barometer reduced to 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.88	9	...	NNE	1	o	—
Tokio	29.79	...	...	NE	2	...	...
Nagasaki	30.15	40	52	NNW	4	c	...
Shanghai	30.29	44	88	SW	2	b	...
Foochow	.....	...	...	...	...	...	...
Amoy	30.05	58	76	E	2	o	...
Swatow	.....	...	...	...	...	...	...
Swatow	30.18	67	...	E	1	o	...
Canton	30.24	58	64	N	1	...	...
Hongkong	30.20	60	59	E	1	o	...
Victoria Peak	.....	...	...	NE	3	...	...
Gap Rock	30.40	...	...	NNE	4	...	...
Macao	30.22	58	70	NNW	1	o	...
Hoihow	.....	...	...	...	...	...	...
Haiphong	30.16	62	78	N	3	or	...
Bolinao	29.97	80	78	N	3	b	...
Manila	29.96	88	54	ENE	1	o	...
Cape St. James	.....	...	...	NE	3	of	...

20th February, 1895.—At 10 a.m.

Station.	Barometer reduced to 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.86	7	71	NNE	3	o	...
Tokio	.....	...	...	...	...	...	...
Nagasaki	.....	...	...	...	...	...	...
Shanghai	30.30	39	82	SW	1	b	...
Foochow	.....	...	...	...	...	...	...
Amoy	30.10	55	87	NNW	2	c	...
Swatow	30.23	56	...	NE	1	cg	...
Canton	.....	...	...	...	...	...	...
Hongkong	30.11	61	61	ENE	2	o	...
Victoria Peak	.....	...	...	...	...	...	...
Gap Rock	30.28	...	...	ENE	4	...	...
Macao	30.32	63	72	NNW	1	c	...
Hoihow	.....	...	...	...	...	...	...
Haiphong	30.22	60	80	...	0	...	...
Bolinao	30.03	81	67	SE	2	b	...
Manila	30.06	82	67	W	1	c	...
Cape St. James	.....	...	...	NE	7	f	...

On the 19th, at 11 a.m., the barometer was steady, and moderate north-east winds, with fine weather, prevailed.

x—Barometer reduced to level of the sea in inches, tenths and hundredths. a—Temperature in the shade in degrees Fah. reduced. q—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. a—Direction of the wind to two points. c—Force of the wind according to Beaufort scale. f—State of the weather. b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, q Squally, r Rain, s Snow, t Thunder, v Visibility, w Dew, wet. y—Rain in inches, tenths and hundredths.

F. G. FIGG, First Assistant.

Hongkong Observatory, 20th February, 1895

Shipping.

ARRIVALS.

TEUCER, British steamer, 1,803, Riley, 19th Feb.,—Shanghai 15th Feb., and Amoy 18th, General.—Butterfield & Swire.

TE-YI, German steamer, 1,049, Blake, 19th Feb.,—Chinkiang 14th Feb., General.—Carlowitz & Co.

NANCHANG, British steamer, 1,094, E. Finlayson, 19th February,—Shanghai 15th Feb., and Swatow 18th, General.—Butterfield & Swire.

KWONGSANG, British steamer, 989, W. Innes, 20th Feb.,—Chinkiang 16th Feb., General.—Jardine, Matheson & Co.

CENTURION, British flagship, Captain McQuhae, 20th February,—Chefoo 14th February.

PIGEON, British gunboat, 755, M. G. Cartwright, 20th February,—Shanghai 15th February.

TETARTOS, German steamer, 1,812, P. Lassen, 20th Feb.,—Muroran 10th Feb., Coals.—Siemssen & Co.

CHINA, German steamer, 1,114, P. Voss, 20th Feb.,—Saigon 16th Feb., Rice.—Melchers & Co.

SABINE RICKMERS, German steamer, 508, T. Saunders, 20th Feb.,—Amoy 11th Feb. Ballast.—Arnhold, Karberg & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Sungkiang, British steamer, for Manila.
Presto, German steamer, for Manila.
Decima, German steamer, for Port Wallut.
Guy Mannering, British str., for Amoy.
Teucer, British steamer, for Singapore.
Kwong-mo, British steamer, for Amoy.
Michael Jebsen, German str., for Haiphong.
Triumph, German steamer, for Hoihow.
Ly-ee-moon, German steamer, for Shanghai.
Empress of India, British str., for Shanghai.
Glenshiel, British steamer, for Singapore.
Formosa, British steamer, for Swatow.
Phra Nang, British steamer, for Swatow.

DEPARTURES.

February 19, *Liyu*, German str., for Canton.
February 19, *Canton*, British str., for Canton.
February 19, *Chi-yuen*, Chinese str., for Canton.
February 19, *Paoting*, British str., for Canton.
February 19, *Peiyang*, German str., for Canton.
February 19 *Port Adelaide*, British str., for Nagasaki.
February 20, *Melbourne*, French steamer, for Saigon and Marseilles.
February 20, *Chusan*, German str., for Nagasaki.
February 20, *Empress of India*, British steamer, for Shanghai, &c.
February 20, *Aden*, British str., for Shanghai and Kobe.
February 20, *China*, British str., for Nagasaki.
February 20, *Kwong-mo*, British str., for Amoy.
February 20, *Triumph*, German steamer, for Haiphong.
February 20, *Michael Jebsen*, German steamer, for Haiphong.
February 20, *Sungkiang*, British steamer, for Manila.

PASSENGERS—ARRIVED

Per *Teucer*, from Shanghai, &c.—Captain Foulds, Messrs. White, Boyd, Copeland, and 1,150 Chinese.

Per *Te-yi*, from Chinkiang.—6 Chinese.

Per *Nanchang*, from Shanghai, &c.—22 Chinese.

DEPARTED.

Per *China*, for Nagasaki.—4 Japanese. For Kobe.—8 Japanese. For Yokohama.—Mrs. C. F. McWilliams, infant and maid, Messrs. E. J. Richardson, T. Motabhoy, V. Weinberg, and 3 Japanese. For San Francisco.—Mrs. E. J. Richardson, Messrs. Geo. F. Wells and J. M. Graff. For Liverpool.—Misses Falconer and Harkness.

Per *Empress of India*, for Shanghai.—Mr. and Mrs. Morgan, infant and maid, Mr. and Mrs Hewett, Mr. and Mrs. Robert Jack and child, Messrs. Woodruff, Copeland, Delbourgo, Tam, Lai, Tso, Cheong, Lo Wan Po, Tsui, Pun, Cheung, and Lo Chin Chun. For Kobe.—Mr. and Mrs. Andrews, and Mr. Chan Lai Chew. For Yokohama.—Mr. and Mrs. Master, Misses Master (2), and S. Kemor. For Victoria.—Mrs. Fung Ling. For Vancouver.—Mr. and Miss Delphos and maid. For Astoria.—Mrs. and Miss Seid Draim, and Mr. R. J. Form. For San Francisco.—Rev. and Mrs. N. L. Rockey and 5 children, Rev. Dr. and Mrs. Baker, Rev. and Mrs. Shaw and 4 children. For Boston.—Mr. and Mrs. Sam Wah Kee. For Liverpool.—Mr. J. S. Genth. For London.—Messrs. E. A. Fournour and A. E. Ripley. From Yokohama for Vancouver.—Count Le Morois.

REPORTS.

The British steamship *Nanchang* left Shanghai on the 15th instant, and had strong monsoon and fine weather to Swatow. From Swatow to Hongkong had strong winds and foggy weather.

The British steamship *Teucer* left Shanghai on the 15th instant, and Amoy on the 18th. From Shanghai to Amoy had strong north-west winds. From Amoy to Hongkong had foggy weather the first part of the voyage. The latter part had fine weather.

Post Office.

A MAIL WILL CLOSE—

For Swatow and Bangkok.—Per *Phra Nang* to-morrow, the 21st instant, at 9.30 A.M.

For Haiphong.—Per *Hanoi* to-morrow, the 21st instant, at 10.30 A.M.

For Shanghai.—Per *Ly-ee-moon* to-morrow, the 21st instant, at 11.30 A.M.

For Shanghai.—Per *Te-li* to-morrow, the 21st instant, at noon.

SHIPPING IN HONGKONG

STEAMERS.

ARDGAY, British steamer, 1,080 D. Smith, 6th Feb.,—Sourabaya 26th Jan., Sugar.—Jardine, Matheson & Co.

BENLAWERS, British steamer, 1,484, A. Webster, 17th February,—Saigon 13th February, Rice.—Wo Kee.

CARRADALE, British steamer, 2,269, J. G. Sharp, 13th Feb.,—Calcutta 16th January, Ballast.—Dodwell, Carlill & Co.

CITY OF RIO DE JANEIRO, American steamer, 3,548, J. F. Smith, 27th Jan.,—San Francisco 13th Dec., Yokohama 6th Jan., and Nagasaki 14th, Mails and General.—P. M. S. S. Co.

DECIMA, German steamer, 1,025, C. Christensen, 19th Feb.,—Port Wallut 15th Feb., Coals.—Shewan & Co.

DROT, Norwegian steamer, 1,862, H. Hansen, 10th Feb.,—Batoum 25th Feb., Petroleum.—Order.

ESMERALDA, British steamer, 956, G. A. Tayler, 18th Feb.,—Manila 15th February, General.—Shewan & Co.

FUPLECTELA, British steamer, 2,507, F. C. Barry, 19th Feb.,—Batoum 12th January, Kerosene Oil.—Order.

FOKIEN, British steamer, 509, W. T. Davis, 19th Feb.,—Tamsui 13th Feb., Amoy 17th, and Swatow 18th, General.—D. Lapraik & Co.

GLOUCESTER CITY, British steamer, 1,409, Dwyer, 15th Feb.,—Moji 8th Feb., Coal.—Dodwell, Carlill & Co.

GUY MANNERING, British steamer, 1,829, Thos. Walker, 14th Feb.,—Saigon 9th February, Rice.—Wieler & Co.

HANOI, French steamer, 742, T. V. Chodsko, 18th Feb.,—Haiphong 15th Feb., General.—A. R. Marty.

KONG BENG, British steamer, 900, Brooke Pigot, 19th Feb.,—Bangkok 12th Feb., General.—Scottish Oriental S. S. Co.

LYDERHORN, Norwegian steamer, 2,140, B. Hammerass, 18th Feb.,—Kutchinotsu 12th Feb., Coals.—Mitsui Bussan Kaisha.

MEMNON, British steamer, 825, B. Branch, 19th Feb.,—Singapore 2nd Feb., and Sandakan 14th, Timber.—Butterfield & Swire.

PALLAS, British steamer, 2,102, A. Murray, 15th February,—Java 10th February, Sugar.—Mitsu Bussan Kaisha.

PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 24th January,—Bangkok 19th Jan., and Ang-hin 17th, Rice and General.—Yuen Fat Hong.

PHRA NANG, British steamer, 1,021, W. H. Watton, 15th February,—Bangkok, and Koh-si-chang 10th Feb., General.—Butterfield & Swire.

PRESTO, German steamer, 655, C. Stehr, 6th February,—Touron 13th February, General.—Siemssen & Co.

STRATHCARRON, British steamer, 2,050, Splatt, 11th Feb.,—Newcastle 14th Jan., Coals.—Dodwell, Carlill & Co.

STRAITS OF DOVER, British steamer, 1,904, Ed. Holliday, 15th Feb.,—Moji 9th Feb., Coals.—Carlowitz & Co.

STRAITS OF MENAI, British steamer, 1,846, A. Coull, 10th Feb.,—Moji 6th Feb., Coals.—Dodwell, Carlill & Co.

TACOMA, British steamer, 1,662, V. Perks, 17th Feb.,—Tacoma 17th January, General.—Dodwell, Carlill, & Co.

TAMARIND, Norwegian steamer, 739, Castberg, 18th Feb.,—Hongay 13th February, Coals.—Wieler & Co.

SAILING VESSELS.

COLOMA, American bark, 859, C. H. Noyes, 31st Dec.,—Portland 8th October, and Honolulu 20th, Timber.—Master.

GOV. ROBIE, American ship, 1,627, Nickle, 17th Feb.,—New York 7th October, Kerosene Oil.—Order.

RAJAH, German ship, 1,245, Joh. Bellmer, 18th Jan.,—Cardiff 1st Sept., Coal.—Order.

SACHEM, American ship, 1,312, J. C. Bartlett, 11th Jan.,—Hiogo 31st Dec., General.—Siemssen & Co.

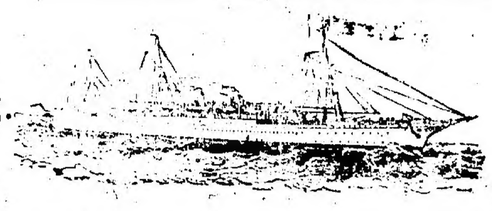
SINTRAM, American ship, 1,590, Woodside, 20th Dec.,—Yokohama 9th December, Ballast.—Order.

TILLIE E. STARTRICK, American ship, 1,031, E. Curtis, 28th Jan.,—Shanghai 24th Jan., Ballast.—Shewan & Co.

WM. LE LACHEUR, British bark, C. B. Maddox, 2nd Feb.,—Rejang 31st Dec., Timber.—Chuck Yee.

Mails

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 20th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 20th February, 1895. [3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Saturday, 9th March, at Daylight.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) ..... Wednesday, 27th Mar., at Daylight.
City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Wednesday, 17th April, at Noon.

THE U. S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 9th March, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $10 Gold in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central

J. S. VAN BUREN, Agent.

Hongkong, 20th February, 1895. [1

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES &c., &c., &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 19th July, 1893. [1yr

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Wednesday, 27th Feb., at Daylight.
Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama) ..... Tuesday, 19th March, at Noon.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Tuesday, 9th April, at Noon.

THE Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 27th February, at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 18th February 1895. [2

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 18th Sept., 1894. [10

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma ..... | Tuesday ..... | February 26th.
Sikh ..... | Tuesday ..... | March 19th.
Victoria ..... | Tuesday ..... | April 9th.

THE Steamship

"TACOMA,"

Captain R. Crawford, sailing at Noon, on TUESDAY, the 26th February, will proceed to VICTORIA, B.C., and TACOMA, *viâ* SHANGHAI, INLAND SEA, KOBE & YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 23rd January, 1895. [4

Intimations.

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [697

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches—awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road Central. [698

LEVY HERMANOS.

AND AT
SHANGHAI, MANILA, ILOILO & PARIS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS,
Also
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.
83]

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1894. [30

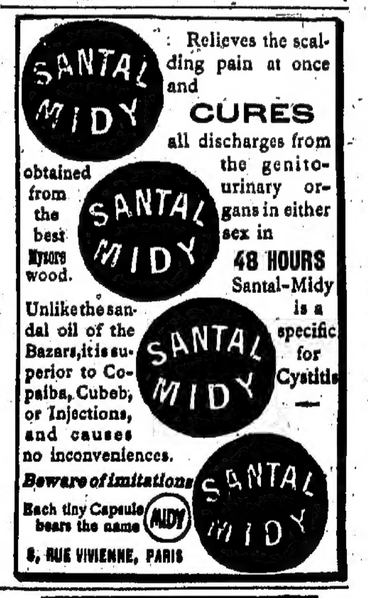
DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 27th July, 1891. [14



Relieves the scalding pain at once and CURES all discharges from the genito-urinary organs in either sex in 48 HOURS

Santal-Midy is a specific for Cystitis

obtained from the best Mysore wood.

Unlike the sandal oil of the Bazars, it is superior to Copaiba, Cubeb, or Injections, and causes no inconveniences.

Beware of imitations.

Each tiny Capsule bears the name MIDY

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Not That Way Now.

People used to take plain cod liver oil for coughs, colds, throat and lung troubles only after other remedies had been tried and found wanting.

Scott's Emulsion

is the modern idea of cod liver oil, *the first* instead of *a final resort*, when such ailments appear. The fish-fat taste is removed and the oil itself is partly digested before taken into the stomach.

Scott & Bowne, Ltd., London. All Chemists.

Sole Agent for Hongkong and the Empire of China:—Watkins & Co., Hongkong.

Hongkong, 27th March, 1894.

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